

Announcement has been made in these columns, that replying on the patriotic support of the people of Arizona a commission appointed by the state board of trade has ordered a silver service set for the battleship Arizona, to cost approximately \$8,000 to be paid for by popular donations from the people of the state. The raising of the money being also left to the generosity of the commission, the members of which are Captain L. W. Mix and Colonel Allen T. Baird of Nogales, W. F. Berg of Flagstaff, L. S. Cates of Ray, and T. E. Campbell of Prescott. To start the fund it was decided to hold tag days on May 30 and July 1. The time for preparation and publicity was brief but the committee went to work energetically and with the help of the Phoenix Chamber of Commerce sent out notices to a large number of Phoenix people to meet yesterday afternoon with Committee Campbell, to devise a program for carrying out the commission's plan in this city.

As a result of the meeting yesterday the chamber of commerce was adopted as the committee headquarters and the city was divided into districts whose boundaries are identical with the four wards and the sale of tags in each was placed under the supervision of a well known Phoenix woman, as follows: First ward, Mrs. E. R. O'Neill; second war, Mrs. Mattie Williams; third ward, Mrs. J. L. B. Alexander; fourth ward, Mrs. Josie Monahan.

Each of these ladies is to have at least four assistants, more if they wish, and each assistant is requested to secure at least four young women to sell tags. That however does not preclude the sale of tags by either the ward superintendents or their assistants, if they have the opportunity or

impulse to do so, but the main thing is to secure the services of the 64 young women whose special work will be to "get the money."

A meeting of the four ward superintendents and their assistants, together with the general committee, has been called for Tuesday, September 23, 9 o'clock, at the office of the Chamber of Commerce for perfection of details assignment of tags, etc. The assistants to the ward superintendents thus far designated are: First ward, Miss Carrie Rock, Miss Corbella Bowman, Mrs. H. A. Davis, Miss Helen Armstrong, and Dr. Rosi Eoido; second ward, Miss Marguerite Williams, Miss Jessie Creighton, Mrs. Henry Baswin; Mrs. Bradford and Mrs. Ed Yunger; third ward, Mrs. H. E. Marks, Mrs. R. M. Tuley, Mrs. E. T. Collins, Mrs. W. W. Wilkinson, fourth ward, Miss Luhrs, Mrs. W. S. G. Edwards, Mrs. H. P. DeMint, Mrs. J. D. Henderson.

It is very much desired that everyone whose name appears above shall be present at this meeting. As the time for the party was impossible to make inquiry in advance of many of the ladies, but it was felt that all who possibly could do so would respond to this call of civic pride and duty. In the event any woman named cannot possibly play the part assigned it will be a favor to the ward superintendent if she will telephone her at the earliest moment or failing that attend the Monday meeting and make her declination in person. The importance of this will be apparent since it has been learned already that one of the ladies named has left the city.

It is moreover requested that any woman who feels an interest in the movement and has not been "summoned to the colors" will appear in person at the meeting and volunteer for service. It will be noted that the very purpose of this tag day is so dif-

ferent from some previously had that many otherwise embarrassing features are removed. This applies no less to the young women who are urged to

the young women who are urged to sell tags, than to those who direct them. There is not behind it even the taint of selfish interest in any one organization, no matter how good. On the contrary it represents all the people who claim protection under the state government, civilized, savage, naturalized or foreign.

Young ladies who might fear the charge of boldness under other circumstances, can present no such excuse in this instance and it is hoped that instead of 64 there will be 164 volunteers, for the service will be to them an honor and not a criticism. And for the same reasons it is expected their patrons will be liberal, obliging and deferential.

No price is set upon the tags. Buyers may regulate their offerings by their purses, their liberality and the change they happen to have with them. Whether the widow's mite or the golden eagle of the plutocrat, every contribution will be acceptable. The plan of raising the money was adopted that every person might later say that he had a financial interest in the silver service which is not the donation of the state government, but the donation of the PEOPLE of the state.

In like manner there is no limitation on where the donors shall make their contributions. They need not spend their time hunting for tag sellers in their respective wards, but patronize any or all of them. The districting into wards is only for the purpose of committee organization, not for tag selling, that proper management of the enterprise may be assured.

And finally, ladies, do not forget the Monday meeting at 4 o'clock whether you receive personal notice or not.

## COBB TALKS ON AID FOR ROADS

BY LAMAR COBB STATE ENGINEER OF ARIZONA

Before discussing the federal aid bills that have recently passed the two houses of congress, permit me to say that favorable action upon this measure in the senate at this session

## A BEAUTI- FUL FACE



made more beautiful by facial massage. The skin is made clearer and the tissues are made to give forth that healthy color. A Marinello massage not only beautifies, but it healthifies. Skilled operators guarantee gratifying results.

Marinello goods for sale.  
SHIRLEY & SHIRLEY  
29-31 East Adams Street  
Phone 1704

was largely due to the efforts of Senators Ashurst and Smith who did not rest until they had secured approval of the steering committee for consideration by the senate of the Bankhead bill.

Three quarters of a century ago the federal government, after having expended \$7,000,000 in road construction, discontinued making appropriations for such purposes. Sixty odd years later in 1914, an effort was made to have the national congress resume its former policy by the introduction of a bill providing federal aid to the states for the construction of roads. Since that date interest in highway improvement and legislation for that purpose has grown to such an extent that in the first fifteen days of the first session of the present congress a bill for road aid was introduced. In the last congress also a large number of such measures were introduced one of which passed the house by an overwhelming majority. However, it was such a freak, providing a maximum of \$60.00 per mile for road construction that it was allowed to go to its permanent rest in the senate committee on post offices and post roads. This committee in turn reported a bill that went to the other extreme, providing for the ultimate expenditure of three billion dollars. The senate attended to the obsequies over this one. Despairing of securing national aid while the two houses of congress were

**PINE LAWN INN**  
HEALTH RESORT  
Among the Pines  
Single and Double Cottages of  
Latest Type  
**PRESCOTT, ARIZONA**

approaching the subject from two such extraneous state highway officials decided to organize an association, primarily for the purpose of drafting and promoting the passage of a federal aid law. A meeting was called in Washington City, December 12, 1914, when the "American Association of Highway Officials" was organized. The usual officers were elected and an executive committee chosen, consisting of the state highway officials of Arizona, Illinois, Ohio, Massachusetts, Maryland, Virginia and North Carolina. This committee was instructed to draft a bill and submit it to the association at its meeting in New Orleans, Louisiana, during the Pen-A-South Exposition, September 15-16,

The bill that we drafted was amended in some particulars and approved with instructions to submit it to the appropriate committees in both houses of congress. This measure provided that area should be one of the factors in the apportionment of an federal aid appropriation.

On January 1st, 1916, with some changes, the most important being the substitution of a specific amount to each state in place of area as one of the factors of apportionment, it was introduced by Mr. Shackelford of Missouri, chairman of the Good Roads Committee. It was referred to the committee and reported favorably. It passed the house on January 28th. In the senate on February 9th it was referred to the committee on post offices and post roads. On March 3rd Senator Bankhead reported from his committee a substitute bill, the principal change being the substitution of the factor of apportionment recommended by the association of highway officials for the house factors, and on May 6th it passed the senate.

The measures that have passed the house and senate are known as the Shankleford Bill and the Bankhead Bill, taking the name of the chairman of the committee, in their respective houses, having them under consideration. They could be more properly designated by the name of the American Association of State Highway Officials to whom due credit was given in the senate by Mr. Bankhead. Both of these bills in general terms provide Federal aid for the improvement of

Roads to be improved selected by state highway officials subject to annual Federal aid for the improvement of roads.

Such aid not to exceed 50 per cent of the cost of construction.

States must have highway department to secure aid.

Roads to be improved selected by state highway officials subject to annual Federal aid for the improvement of roads.

Construction under direction of state officials and supervision of secretary of agriculture.

Method of apportionment of federal appropriation among the several states of the union.

The Snackleford bill provides for an appropriation of \$25,000,000 annually—the appropriation itself to be carried in the Sunday Aid appropriation bill.

The Knudsen bill appropriates \$5,000,000 the first year, increasing each year by life amount to a maximum of \$25,000,000 the fifth year. It also carries an appropriation of \$10,000,000 to the Forest Reserve roads. This is an amendment to the bill as reported out of committee that provides \$1,000,000 annually for ten years, as provided in the Forest Reserve road bill that had the endorsement of the Reserve of officials.

Arizona as Arizona is concerned there is practically no difference between the two bills with the exception of the factors of apportionment and the Forest Reserve appropriation. Both provide for three factors of apportionment and two of these factors are the same in both measures, viz: population and land area. As to the third factor, the Shackelford Bill provides that each state shall receive \$5,000, the remainder to be divided in accordance with the other factors. The Bankhead Bill provides that the area of the state shall be the third factor.

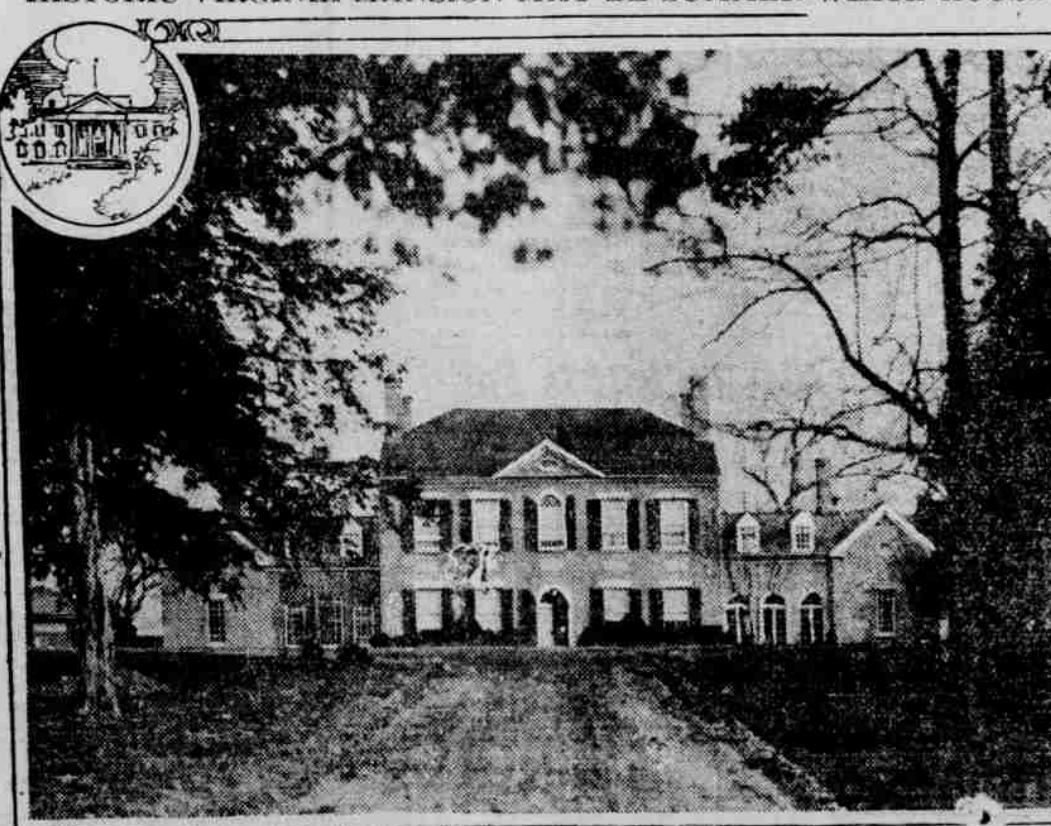
Arizona has a total in the union of 26 per cent of the population, 10 per cent of the Post Road Mileage and 3.8 per cent of the area. From an appropriation of \$25,000,000, Arizona would receive under the Shackelford Bill \$127,500 under the Bankhead Bill \$259,000. From \$5,000,000 as provided for in the first year by the Bankhead Bill, Arizona would receive \$1,275,000 and \$1,117,500 out of the \$25,000,000 in the Shackelford Bill. Therefore the ques-

tion of factors of apportionment is a very vital one to Arizona. Senators Ashurst and Smith and Representative Hayden are alive to this important feature and notwithstanding that only 18 states are benefitted by the Bankhead factors over the Shackleford factors, I feel confident that they will be able to have the factors most beneficial to Arizona retained in the bill.

at his final passage. As this feature dollar for dollar with the federal government so much to do with the amount. Arizona will receive this and succeed the years from the federal government. It is not possible to even approximate the amount, however, it will not be less than \$75,000 the first year. No matter in what amount we may secure federal aid, Arizona without further appropriation will be able to put up

## A MANSION MAY BE SUMMER WHITE HOUSE

## HISTORIC VIRGINIA MANSION MAY BE SUMMER WHITE HOUSE



## A WORD TO SENSIBLE MEN!

Not Two Suits for the Price of One, But One  
That's Full Value at the Right Price.

Our men's suits are properly designed, stylishly cut and carefully made by high-class workmen in a sanitary shop. Our line of woollens is carefully selected and comes to us from the E. H. Van Ingen and Company of New York, and John B. Ellison and Sons of Philadelphia, the two greatest woollen houses in America. We are the only tailoring house in Arizona that handles their line which means the "best obtainable."

### Suits at \$25 and up



20 West Adams

L. J. Gass, designer and cutter in Men's Department.  
"Have your own suit made for you."